

FIRES ON SHIPBOARD.

(To the Editor of the London Times.)

Sir,—A communication in the Times of the 29th ult. on the subject of fires sets out thus:—

"The epidemic of serious fires which has been experienced during the present month—and more particularly during the last week—in various parts of the United Kingdom is causing much comment in fire insurance circles."

The article then proceeds to refer to fires at "12 drapery stores, involving a loss of more than £100,000." Serious and wasteful enough, no doubt; but your well-informed Marine Insurance Correspondent has lately had occasion to refer to shipboard fires beside which such losses as the foregoing are but a frosty Caucasus. The epidemic, too, is by no means confined to land, as you will plainly see if you refer to the accompanying tabulation very kindly supplied to me by Lloyd's Committee. It is a list of the ship fires, big and little, reported in Lloyd's List during last December and January. I had thought to ask you to print it, but in view of its remarkable length, containing as it does the names and ownership of no less than 70 vessels, I refrain from doing so. Some of these fires, no doubt, had been previously reported by cable, but such a list is in any case grave enough to call for serious attention. As you will, no doubt, remark, amongst the owners are the very best—English, French, German, Dutch, American, as well as others. And though, owing to the heterogeneous ownerships and insurance of the various properties at risk, we rarely get to know the extent of such losses, the list contains instances in which the values are certainly great. The value of the Manchester Merchant steamer, now lying scuttled in Dingle Bay, is put down at £350,000. The Mombasa steamer, recently destroyed in the East, is put down at £100,000, and so on. As to the

SO-CALLED FIRE DRILL ON BOARD THE

MAIL STEAMERS.

It pleases the passengers to see the "scars" in their Sunday turbans under a tropical sky running out the hose; but in the case of a cargo fire what is the good of it? For before you can begin to put out a cargo fire you have got to find where it is located; and this in huge modern vessels, is the trouble. A small of burning, followed, perhaps, by a significant haze from some ventilator, tells you that there is fire in this or that hold; but the hold, crammed full of cargo, is itself as large and capacious as many a chapel, and the outbreak may be many yards—a cricket pitch, or considerably more—from where the smoke steals up the ventilator. To open the hatch is commonly too to be met with a cloud of pungent smoke and to supply the fire with air; there it then only one course—to shut down everything and proceed to flood the hold. And unless the seats of the fire happens by good luck to be just against an inflow, you must go on pumping till the water rises to the fire, which, however, may be near the top. The flooding of a hold is a process which no fire drill can simplify, and, unless the burning cargo can be got at through the process of extinction, must "sooner" or later be a process of flooding. (The *Bacon* steamer, recently at Singapore—"Fire while at sea; hold flooded.") And this, whether the hold contain

COSTLY PERISHABLE CARGO SUCH AS SILK

AND TEA.

or whether it contain coal, is all one. And whether the water be directed in by lascar, or forced in by the bilge pumps, or how otherwise, is only a question of various means to the same costly end—flooding the hold. Under the enormous water pressure the bulkhead sometimes gives way, or even the shaft tunnel may collapse. When such disasters happen on the wide seas there is a good chance of our hearing that the crew has been picked up in latitude and longitude to and so. And when a cargo fire breaks out in dock it is the same simple process of extinction, varied by introduction of the city engines and the river floats; for I have never yet heard of a dock company, rich or poor, equipped with any other method of fire extinction for such purposes. A dock certainly has this advantage over the open sea—that you can always scuttle the ship; so far, that is, as the depth of the dock will permit. Sometimes, however, frost is troublesome; witness the *Clan Alpine* steamer, at Dundee. ("For hours the flames defied the efforts of the brigades, whose apparatus, on account of the severe frost, could not be brought into operation for some time.") Later advice: "Fire now partially under; about raft, water pumped into hold." I may be reminded that the holds of some of the best steamers now-a-days are fitted with

SO-CALLED STEAM ANNIHILATORS.

But steam, unless in the rare cases where it can be directed on the fire, is a poor extinguisher, and in most cases you cannot make a full use of the ship's steam for this purpose without more or less seriously retarding the ship when she should be headed full speed for a port of refuge. The splendid steamers of the Manchester fleet all carry, I believe, steam fire-annihilators, and, recently, used in the case of the *Manchester Corporation* steamer, worth with her cargo £200,000, to excellent effect. But a personal of the captain's protest, in that case, suggests the view that in making for port the steam had to be used alternatively for the main engines and for fire extinction; and the fire, though smothered, was only extinguished by shore assistance. In the case of the *Manchester Merchant* steamer, now awash in Dingle Bay, neither steam nor any other form of extinguisher could be of effective use, the locality of the fire being the cattle dock not provided with transverse bulkheads. Some day, no doubt, such a method of carrying a bonfire cargo will be considered dangerous. At present there is, I believe, nothing uncommon in it, the best proof of which is that the cautious owners of the *Manchester Merchant* steamer assented to it.

ASK FOR ASAHI JAPANESE BEER.

A. G. GIBSON.

To sum up, the present condition of affairs is one which tends as little to prevention as to cure. The following are factors which, in any efforts in the direction either of prevention or of cure, should, I think, be carefully considered, viz.:

1. That every case of ship-fire should be reported to the Board of Trade, with its cause, whenever ascertainable, and method of extinction, and made public. At present fires must only be mentioned in a whisper. They are a disagreeable subject to a shipowner, especially if his vessels shall for some occult reason have more than their share of them.

2. That as a consequence of this suppression nothing is learned by experience. The same preventable cause may operate again and again, the experience of this or that owner not being allowed to become common shipowner knowledge.

3. That the modern trade in frozen produce has, in the opinion of many, produced a new danger in the form of charcoal insulation, either liable to spontaneous combustion or peculiarly prone to ignite; and when once alight very difficult to extinguish.

4. That the modern necessity for prompt despatch often results in wool and other produce being shipped either insufficiently dried or improperly packed, with the result of heating and combustion; whilst in the case of exports the progress of invention continually adds to the list of manufactured goods on the border line of dangerous.

5. That the vast and always increasing capacity and the great hold-depth of modern shipping add materially to the risk of heating and combustion, especially in the case of "bulk" or homogeneous cargoes.

6. That these conditions render it very difficult and frequently impossible to locate a cargo fire, and consequently to take effective measures, to deal with it in its early stage.

I have not classified these diverse factors. They relate partly to the cause and frequency of fires and partly to their prevention and extinction. Each of them, as I have said, and it is not very material whether in this or that detail or particular all my facts or conclusions are correct—I have tried to make them correct—but whether, viewed as a whole, the position is as I have endeavoured to express it. If it be so, then I think it will be admitted that it is to us, as the leading maritime Power, a position very discreditable, and that it is full time that an attempt should be made to bring to the level of other sciences tending to the greater security of life and property at sea, the science of fire extinction on board ship.—Your obedient servant,

Savile Club, Feb. 9. DOUGLAS OWEN.

London Times, Feb. 13.

EXTENSION CABLE SYSTEM.

WIRELESS TELEGRAPHY.

LONDON, March 3rd.

The Agents-General of the Colonies have inspected the Eastern Extension Telegraph Company's cable-restoring steamers at Gravesend. Both vessels are equipped with the Lodge-Muirhead system of wireless telegraphy. The steamer *Restorer* will be stationed at Adelaide, and the *Patrol* off Singapore, after laying the Dutch cable connecting Borneo with the Celebes.

A recent cable stated that Sir Oliver Lodge, D.Sc., F.R.S., Principal of the University of Birmingham, and Dr. Alexander Muirhead, who have been conjointly conducting experiments in wireless telegraphy, have invented a new system of ethergram transmission, which is claimed to exceed that of Marconi in accuracy.

Of the two vessels named, the *Restorer* has rendered good service to the company for some time past, and is well-known in Australian waters. The *Patrol* is a new vessel. Her trial, which were long and stringent, took place in stormy weather in January, but were nevertheless highly successful, the vessel attaining a speed of about 15 knots over a long, continuous run. The *Patrol* is a very finely modelled steamer with a clipper bow, which, with the stern, are fitted with powerful cable-raising and lowering gear. As the steamer will be employed not only in laying new cables, but also in raising and repairing old ones, she has been fitted for the task with specially powerful picking-up gear, whilst her main engines are designed for much going astern. The vessel is 370 ft. in length, by 44 ft. beam, and is propelled by twin-screws driven by triple-expansion engines. The greatest attention has been paid to the arrangements for the comfort of those on board.

BANK OF ENGLAND REFUSES

LOAN.

London, March 1.—The Bank of England, alarmed at the expenditure of the London County Council, declined to advance the Council £5,000,000, but offered an advance of £2,000,000.

Various schemes contemplated by the Council have, in consequence, been abandoned. [According to *Whitaker's*, the London County Council had on March 31 last a gross debt of £52,750,000, a sinking fund of £25,000,000, and an annual expenditure of about £7,000,000, exclusive of loans advanced to other bodies. The Council's powers to expend capital money and raise stock, or, as they are called, "borrowing powers," are conferred by the annual Money Act. The Act of last session sanctioned, for the year ending March 31 next, expenditure on various services and improvements not exceeding £2,300,985, but a large proportion of the amount was a regrant of unexercised powers contained in previous Acts. The Act also conferred powers to lend during the year to the School Board, Metropolitan Borough Councils, and other public bodies not exceeding £4,150,000. The estimated receipts for the year ending March 31 next amount to £4,595,364, and the estimated expenditure to £4,347,023, leaving an estimated

ASK FOR ASAHI JAPANESE BEER.

A. G. GIBSON.

cash balance of £248,341. The rating for the year 1902-3 amounts to 12½d. in the £ over the whole county, including the City, and a further rate over the county outside the City of 2½d. making together 15½d. Among the schemes in hand of the council are workmen's dwellings for 66,000 people at Tooting, Norbury, Tottenham, and Wormwood Scrubs; model municipal lodging-house in Drury Lane; new bridge at Vauxhall; a Rotherhithe-Shadwell tunnel under the Thames; new street from the Strand to Holborn; new Thames Embankment from the Houses of Parliament to Lambeth Bridge, etc.]

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of March, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, on the South side and near the crest of the Kowloon Range of Hills, New Kowloon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

Lot No.	No. of Sale.	Registery No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
				N.	E.	S.	W.			
			South side, near Crest of Kowloon Range of Hills, New Kowloon.	ft.	ft.	ft.	ft.		0	0
				20	80	80	80	6,400	14	158

Intimations.



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STERILIZED WATER
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**BREWED
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Is prepared from the freshest and best ingredients.
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Is of the highest standard of excellence and purity.
Is a refreshing and health-giving beverage.

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\$1.50 per dozen is allowed for the bottles when received back at our factories in good condition.

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HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

**CARMICHAEL AND
CLARKE,**
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. CODE, 4th Edition.
A. 1 Code.
Lieb's Standard Code.
TELEPHONE, 232.
Hongkong, 26th March, 1903. [1355e]

SAN MIGUEL
San Miguel.
San Miguel.

DEATHS.
On the 10th instant, at Kuala Lumpur, the wife of WALTER VARNHAGEN, of a son.
On the 14th March, at Kluang, the wife of A. ORR-EWING, of the China Inland Mission, of a son.
At Pingcheo Quarries, on the 17th March, the wife of J. C. L. W. OVERSEER, of a daughter.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 26, 1903.

**THE SANITARY BOARD
ELECTIONS.**

Long before there was any inkling as to the names that would be brought forward for the two popular seats on the Sanitary Board as re-constituted under the new Public Health and Buildings Ordinance, it was stated in these columns on the 14th inst. that "Mr. Rumjahn enjoys, as is well known in the Colony, a large constituency among certain land-owning sections of Hongkong whose interests he has undoubtedly well served, and it is quite within the bounds of possibility that this constituency should seek the election of a *persona grata* on a Board admittedly the least popular in the Colony so far as landlords are concerned." Again on the 20th inst., in commenting upon the four names that had been mentioned as candidates for yesterday's election, we emphasized the pre-eminent claims enjoyed by Mr. H. E. Pollock, K.C., upon the ratepayers for their votes. The result of yesterday's poll, which we announced in the same evening's issue, verified the result we had forecasted. Although no untoward enthusiasm was evinced at the election as one is accustomed to see at home, sufficient interest was created, especially amongst the constituency that favoured Mr. Ahmet Rumjahn's representation, to have aroused little excitement in the proceedings that were conducted within the precincts of St. Andrew's Hall last evening. We congratulate Mr. Pollock on the very great popularity of his election. And we congratulate the community no less upon the wisdom exhibited in polling for a citizen than whom there is no better man in the Colony possessed of a wider knowledge of its laws or better appreciation of its requirements. During the several tenures of his office as Acting Attorney General, Mr. Pollock had not only seats on the Executive and Legislative Councils of Government, but by virtue of his position was also intimately acquainted with the legislative enactments for Hongkong. Principal among its laws have been the thousand and one measures that have from time to time been brought forward to amend, repeal, and subsequently consolidate the Ordinances, rules and regulations relating to public health and sanitation in this Colony. In almost every one of them the elected member had something to do, and not a few did he himself originate and frame. So that in the future deliberations of the Sanitary Board if any void is to be found in the new constitution it might be safely asserted that, with the presence of Mr. H. E. Pollock, sanitary laws will have in him an exponent without a second among the entire community. We have already alluded to Mr. Rumjahn's merits. Between him and Mr. Hewitt the polling was pretty even. On the general merits of the two candidates it cannot be disputed that the latter would, in a community but differently constituted from that of Hongkong, have secured the preponderance of the votes. With the European section of the community Mr. Hewitt's qualifications are far greater; but his defeat by his opponent must be accepted as a foregone conclusion after what we have said. In his own words, Mr. Rumjahn sets forth his pretensions in his manifesto as having been a Morrison scholar of the Central School and, by reason of his present occupation of Land and Commission Agent, has had "many opportunities of studying house-construction and the law of Sanitation. He took great interest in the innumerable measures which have been brought forward, relating to our Sanitary condition. On the appearance of this Draft Bill [Public Health] in the Government Gazette," Mr. Rumjahn urged, "I believe, I was the first to criticise through the medium of the press the recommendations made. From that time onward I have contributed many articles dealing with the various sections of the Bill, which, after numerous amendments, has now passed into law. When the Bill was before the Council in the first stage, I was requested to assist the Committee of the Chinese Commercial Union in their efforts to point out the objectionable clause in the Bill, and a petition was sent to the Government praying for amendment." He had, therefore, the backing of a large and influential body of ratepayers whose power cannot certainly be minimised in future in view of the result obtained yesterday. Mr. Rumjahn owes to his constituency a debt of gratitude in the repayment of which they will expect from him the fulfilment in its entirety of his promise that "should I be elected, dependent as I am entirely on the prosperity of this place, I shall devote all the time which the responsibilities of my office may demand, for I fully appreciate the importance of those responsibilities. The health of this Colony constitutes the foundation of its wealth, and I will do my utmost to assist in strengthening that foundation." Looking at the defeat of the two British candidates from another light, we cannot but congratulate the Government that British tradition has been upheld in spite of petty bickerings in certain quarters to withhold from others than Britishers the full measure of universal suffrage. We have contended that Government for the people and by the people is the bulwark of the very greatness of the British nation and to subvert that principle to party influence is unworthy the policy of a Government which has proclaimed the doctrine of equal treatment to all its subjects.

THE ADMIRALTY DOCK.

IMPORTANT CONFERENCE.

Members of the provisional Committee, appointed on Tuesday for the purpose of discussing the details regarding the suggested transfer of the Admiralty Dock from its present site, met His Excellency the Governor at the Legislative Council Chamber at 11.15 this morning and interchanged views on the subject. There were present, besides His Excellency the Governor (Sir H. A. Blake, G.C.M.G.), the Hon. F. H. May, C.M.G. (Colonial Secretary) and the following members of the Committee: Sir Paul Chater, C.M.G. (Chairman), Hon. C. W. Dickson, Messrs W. Poate, J. R. M. Smith, T. P. Cochrane, H. E. Pollack, K.C. (hon. secretary), A. A. Hewitt, W. Danby, A. G. Wood, Hon. G. E. Brown, D. E. Brown, E. W. Mitchell, Hon. R. Shewan, H. E. Jenkins, C. Forbes, G. Hallock, and J. H. Lewis.

Sir Paul Chater, addressing His Excellency, said he proposed to lay before him what had happened with regard to the removal of the Dock from where it is now to some other place. The public were beginning now to realise what a vital obstacle the Dock would be to the growth of the Colony if it was allowed to remain where it is now, and they had spontaneously arranged that a meeting be called to discuss the question; and, although only two days' notice was given, at this meeting no less than 100 gentlemen, representing almost the whole of the commercial and shipping interests of the Colony, had decided unanimously that a petition should be drawn up and forwarded to the Hon. the Secretary of State through His Excellency's kind offices, and it was hoped, by the Committee, with His Excellency's support. The meeting not only decided that a petition should be drawn up and forwarded but that it should be signed by the members of the Committee, and that the substance of the petition to the Secretary of State should be a reference to the mistake that had been made by the original engineers appointed by the Admiralty to take the soundings for the Dock. It seemed to be an open secret that there was practically no bottom at present found at the Dock—that they were working in a morass—and when that meeting was called it was thought that, as things had a parently come to a deadlock between the contractors and the Admiralty, this was a fitting opportunity for them to take action; it would strengthen the hands of the Government and also of the Military, who had objections to this new Dock; if the community agitated against it, there was, he thought, no other point raised by the Chairman except that he might assure His Excellency that all they were doing was to strengthen the hands of the Government, that they were not attempting to act against the Government in any way, and that they were all heartily in accord with the object they had in view.

His Excellency said he was very glad to receive that important deputation from the community on the subject of this dock. He might tell them at once that he was in absolute and entire sympathy with them in the views which they expressed (applause). He had always been so, as the public despatches would show he had already more than once addressed the Imperial Government on the question. But now when they came to the question of the dock, of course, as far as the Navy are concerned no matter what the question of nuisance may be, no matter what the inconvenience to the public may be, if it were necessary that that dock should be built in that position he had no doubt that, not only the members of the Committee but every member of the community Hongkong would be prepared to bear any inconvenience if it was absolutely necessary for the well-being of the Navy and the comfort of His Majesty's Navy (applause). As regarded the question of the differences at present between the Admiralty and the Military authorities, he did not know of any such differences. There had, of course, been consultation between them as to the possible division of land now held respectively by the Naval and Military authorities, and he thought he might say that, on broad lines, the Military and Naval authorities had either arrived at a working agreement or were very nearly approaching that point. The first point for them to consider, and the point put before His Majesty's Government, was the question, whether that dock should be removed from that position *in toto*. He had personally no doubt that if it is possible to remove the dock from its present position, it would be of great importance to this Colony; but it would be equally important for the welfare of His Majesty's Navy in the future, because he was quite clear that the present extension, as projected at the Dockyard, would not, and will not, be sufficient for the requirements of the Navy in the future if the idea as to the extension of trade, and so on, and so forth, as he thought probable, we shall always have a very considerable navy engaged in the Far East. The question that presented itself was in a nutshell. When they put the question before His Majesty's Government, as they would in their petition—a petition which he hoped and believed he would be able to support most heartily in all its statements and all its suggestions (applause), the two questions that they would have to consider were, first of all, whether, in the event of the removal of the dock elsewhere a considerable amount of time might or might not be lost. They had already seen—he was speaking now as to the advantage of the Navy's Service that the dock should be completed as soon as possible. He knew nothing of the difficulties that had been shadowed by Mr. Shewan, but he assumed that, if there were such difficulties, it might help to solve the question, because he took it that, in the event of the removal of the dock to another position, that position would be such as would afford a sound bottom and facilities for the building of the dock which did not appear, from Mr. Shewan's statements, to exist at the present moment. Apart from that question, and assuming that that could be answered, and that it could be demonstrated by inquiry that the dock would and could probably be completed as quickly elsewhere as this dock might be if it is gone on with, then came the question of the expense to the Imperial Government. That question had already been answered by the Committee, through the Chairman, Sir Paul Chater, in his statement that, in their view, the Colony could afford to acquire the Naval authorities the whole of their present holding and to supply the Naval authorities with a site elsewhere. He had gone into that question a little, with Sir Paul Chater, and agreed with him. He thought his calculations were probably right, and that it would be for the benefit of this Colony, that the Imperial Government should be assured that, if a change were made it would be made without expense to His Majesty's Government. He knew nothing of a proposed commission for the purpose of settling difficulties between the Military and

Navy, and went on with the Dock scheme all the while, and the Admiralty had been doing so for some time. He thought that the done would come in useful for us for the continuation of the Navy, and the road having been widened to 75 feet, that would also make the land there more valuable. Therefore as far as compensation was concerned there was no doubt in his mind that some arrangement could be arrived at and that would be a most important thing to do would be, he thought, to push on the appointment of this Commission and not only that but to give them the additional scope of going into this question of the removal of the Dock to some other site. He had been reminded that probably His Excellency would recollect that actions had been taken by residents in Morrison Hill Road, close by there, against people for working iron workshops on the Fraya and Queen's Road East, and I believe the Government have also given notice to those people that that nuisance must be stopped. 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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(From Our Own Correspondent.)

BOMBAY, 26th March.
The P. and O. Steam Navigation Company's mail steamer left Bombay yesterday evening with about 600 chests of Malwa opium. Prices per chest as under:—

Malwa, New.....Rs. 1.120
" Old.....1.280
" Oldst.....1.360

(By special arrangement with Der Ostasiatische Lloyd.)

France and the Kwangsi Rebels.
BERLIN, 26th March, 1.25 p.m.
France has repeatedly offered China to send troops into Kwangsi to suppress the rebellion.

South African Imports.
The decision of Bloemfontein Customs conference with regard to the British preferential right on imports into South Africa has been confirmed.

(Reuters.)

Rioting in Trinidad.

LONDON, March 24th.
Serious riots have taken place in Trinidad in connection with an obnoxious water bill. The crowd stoned and ignited the Government buildings which were gutted, and the Governor and Council had to be escorted through the mob from the burning buildings after the police had fired to clear a way. Several were killed and wounded. The *Pallas* and *Kokel* landed blue jackets to restore order. The mob is still excited and dangerous.

Mr. Chamberlain.

Mr. Chamberlain has refused the offer of a great demonstration in his honour, not being desirous that political capital should be made out of his tour to South Africa.

LATER.

Result of the Lincolnshire Handicap.

1. Over Norton.
2. Ypsilante.
3. Portulic.

Recall of General Sir Hector Macdonald.

General Sir Hector Macdonald has been ordered to return from Colombo to answer some very grave charges made against him. The Governor has been authorized to convene a Court Martial, officers being outside the scope of the criminal law of the Colony.

(N. C. D. News.)

LONDON, 26th March.

The intercolonial conference at Bloemfontein has decided that the natives south of the Zambezi are insufficient for labour requirements and that further immigration of unskilled Asiatic labour, if positively required, should be permitted under control of the Government, which should provide in their indentures for their repatriation. The permanent settlement of Asiatics would be injurious and should not be permitted.

A Royal Recognition.

TINIAN, 26th March.
King Edward has sent General Mel a gold watch in recognition of his services to the missionaries at Tanchou in 1900.

Turkey's Tergiversations.

LONDON, 26th March.
Owing to the British Constantinople Embassy's strong representations of the tergiversations and bad faith of the authorities at Yemen, and the Ambassador's consequent threats to proceed to demerit without consulting Turkey, the Porte has informed the Embassy that it has sent instructions in conformity with the Embassy's requirements.

THE TUNG WA HOSPITAL.

OPENING CEREMONY OF THE NEW EXTENSION BUILDING.

As one approached the new building of the Tung Wa Hospital, in Po Yan Street, this afternoon a huge mat covering of variegated colours met one's eyes. This was supported by four bamboo poles railroded with evergreen and flags. Having direct under the canopy, the display of innumerable Hongkong flags was conspicuous. The steps leading into the entrance were nicely carpeted, the vestibule covered by pol. plants, trees, and draped with flags. The verandah were also well decorated, the first entrance door being draped with the British ensign and the Chinese Dragon flag. The second door leading directly into the hall was draped with the British and American ensigns, while granite columns supporting the roof were well garlanded, with their base decorated with the Hongkong and Canton flags. In the hall, the decorations though not so showy, presented, however, another aspect. Four blackwood chairs on each side, inlaid with mother-of-pearl of unique design, and covered over by embroidered covers and four stands, greeted the eye. In the recess, a long blackwood table, having on it an incense burner and two vases, with a heavy and costly embroidered silken hanging, complete the decorations of the hall. The floor was well carpeted and the four side doors were also well draped with flags.

Among those present at the opening ceremony this afternoon were: H. E. the Governor (Sir Henry A. Blake, G.C.M.G.), Lady Blake, Miss Blake, Sir John Keane (Private Secretary), the Commodore and Mrs. Robinson, the Lord Bishop of Victoria, Lady Goodman, Hon. F. and Mrs. W. H. C. McL. Messer, Counselor A. G. Romano (Portuguese Consul), Mr. J. J. Leira (Portuguese Vice-Consul), Rev. C. H. Hickling, Hon. Dr. Atkinson, Dr. Noble, Gibson, Pearce, Thomson, Messrs. R. R. Bell, W. C. W. D. D. Anderson, A. S. Hopper, Ho Tung, Ho Fook, A. Gibson, E. Brown, A. H. Fung, Fung, W. C. Chum, C. Woodcock, F. K. Leigh, and J. R. Michael, and the following members of the Committee of the Tung Wa Hospital: Mr. Tang Lan Kook, Mr. Tang Kai Chuen (comptroller), Messrs. H. H. P. (C. & Co.), Mr. Ng Li

Hing (Nan Pak Hong gild), Mr. Man Kwong Tin (comptroller, Messrs. Carlowitz & Co.), Mr. Chiu Sik Yee (Gordon Yarn gild), Mr. Ng Fak To (comptroller, Messrs. Lau, Wegener & Co.), Mr. Sin Yuen Fai (Nam Pak Hong gild), Mr. Chan Kan Ling (San Francisco firm gild), Mr. Yuo Wai Chee (Opium gild), Mr. Li Ngai Chee (Rice gild), Mr. Tang Lai Fong (Pa n Brokers gild), and Mr. Lum Chun Tak (Pice Goods gild).
Soon after four o'clock H. E. Sir Henry Blake, with the Government House party, arrived and was received by the Chairman of the Committee, Mr. Tang Lan Kook, assisted by the other members. Mr. Fung Wa Chun presented a bouquet to Lady Blake, while Mr. Ho Tung handed another to Miss Blake. Shortly after, the Chairman proceeded to read the address in Chinese, which was interpreted to the assemblage present by Mr. Lau Chu Pak. The address is as follows:

Spring now gives life to all things; the trees are putting out new shoots; a thousand tints of colour are vying with each other in beauty. Thus not only is the garden adorned with fresh loveliness, but the gardener also is encouraged to renewed effort.

To-day in this seasonable month of spring our new hospital stands completed opposite to the old one. It is as if an old tree had put out a new branch, whose beauty before our eyes. As we look at it our hearts are full of joy.

Your Excellency in coming here to-day to open this extension of our hospital, displays an interest in it that all Hongkong may know that we are met together not merely to admire a flower, but in the expectation of luxuriant fruit which will mature from the blossom. Let us then unite to glorify in future efforts.

The foundation stone of this extension was laid on the 25th November, 1899. At that time the Government granted us the site and your Excellency honoured us by laying the foundation stone. Since then three years have elapsed, winds and clouds have gathered and passed. We could scarcely hope that your Excellency, who had laid the foundation stone, would also perform the opening ceremony. But, nevertheless, sowing and reaping have been done by the same hand. Now, when a man completes the work which he himself began, his affection for it is intensified. We venture to hope, therefore, that your Excellency is animated by the same sentiment. During the years that your Excellency's star has shone over Hongkong, all humane and charitable works, such as this hospital, have been steadily carried to completion under your Excellency's care. The whole Colony therefore prays for blessing upon your Excellency.

It is my duty now to give you some details concerning the extension to our hospital. We have to thank you for acknowledging subscriptions from the Chinese in Hongkong and elsewhere to the amount of \$66,300, and from Europe to the amount of \$20,016. The total sum subscribed was \$86,316. The cost of building was \$62,448 and the cost of the iron work was \$5,743.76. The architect's estimate was \$1,964. The new hospital contains one maternity ward, one surgery ward, two first class wards and four general wards. All of them are bright, well-ventilated and the convenience of patients has been carefully studied, as you can see without words of mine, and it will be possible to do away with the Ko Fong wards in the old hospital.

On the Tung Wa Hospital has now a fresh attraction and, being more capacious than previously, it will prove a great and permanent benefit to Chinese in sickness. We trust that future benefactors will make further improvements, so that the high standard of the hospital may be maintained. Then your Excellency's kindness and interest in the hospital will not have been in vain.

In reply, your Excellency Sir Henry Blake said: It was a great pleasure and a gratification to him to see the completion of that valuable addition to the Tung Wa Hospital, towards which, he noted, Europeans had subscribed such a large proportion of the funds. He proceeded to refer to the scope of the work being carried out by their valuable institution, and thanked the Chinese community for the way in which they responded to his request, made when laying the foundation stone of the extension to the Tung Wa Hospital, to assist the authorities in carrying out measures for plague prevention. People had listened to the advice of the influential Chinese, whom he thanked for the way they had helped the Government, and his thanks were also accorded the people for the manner in which they responded to the advice of their leaders. After referring to the proposals embodied in the new Public Health Ordinance, His Excellency intimated that he intended to recommend to His Majesty's Government that the land resumed in Tai Pingshan behind the new extension be made into a people's garden. Reference having been made to other matters, particularly to the destruction of mosquitoes for the prevention of malaria, His Excellency concluded by trusting that the beneficial effects of the Institution would be felt for many a long year by the Chinese poor among them.

At the conclusion of the speech Mr. Tang Lan Kook presented the Governor with a silver key bearing the following inscription:—
"Presented by the Committee of the Tung Wa Hospital, to H. E. Sir Henry A. Blake, G.C.M.G., on the occasion of the Opening of the New Hospital Building."
Hongkong, 26th March, 1903.

With this key, His Excellency proceeded to open the door and declared the Tung Wa Hospital Extension Building opened. The visitors then inspected the new hospital, and general satisfaction was expressed at the completeness of the internal arrangements. A full description of the building appeared in the *Telegraph* of the 23rd inst., and a verbal report of His Excellency's speech will be printed to-morrow evening.

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

An extraordinary general meeting of the above Company was held at noon to-day at the Company's registered office, Nos. 38 to 40, Queen's Road Central, for the purpose of considering and, if thought fit, of passing the following resolutions:—

1. That the Company may underwrite the whole or a part of the fire risks on all, or any of its properties as the directors may from time to time determine.
2. That the sum of \$200,000 now standing to the credit of Permanent Reserve Fund be transferred to the credit of an "Insurance Reserve Fund" and that this Fund shall be credited with the same premiums on the properties underwritten by the Company as if they had been insured with other companies, and that all losses by fire shall be met out of the same Fund.
- There were present: Messrs. Hart Buck (Chairman), A. H. M. M. A. G. Wood, H. Humphreys, C. Evans, Ho Tung, Ho Fook, Captain W. E. Clarke, and J. L. C. C. (Secretary).
- After the secretary had read the notice convening the meeting,

The Chairman said:—Gentlemen, you have been called together to consider what has now become a very important question to this company, viz., that of fire insurance; and to pass, if you approve, the resolutions in connection therewith, which your General Managers and Directors have adopted subject to your confirmation. I shall be glad to have the opinions and votes of shareholders present on the matter, but before doing so, it would be as well to place before you as concisely as possible the reasons which influenced your Board in coming to their decision. As you are doubtless aware, the Fire Insurance Companies have lately raised their rates all round to 25%. With the new rates in force, some of your Chinese property will give you a net return of less than 6% per annum, and you may the more readily understand the position when I tell you, that in some cases the annual premium now charged is equivalent to two months' gross rentals. If Insurance Companies refused to take risks on Chinese stocks in trade there is no reason why the rates on Chinese property should not be as low or lower than on European properties, but I suppose that contingency is a remote one. What we have to face is the fact, that existing premiums on Chinese property in the Colony constitute so great a burden as to render most of the property at present rentals. The question arises, should we whether this fire insurance business is not out of all proportion to the risks run. Comparatively speaking, the risks are small. Our Chinese properties are so scattered that no single fire is likely to inflict a great loss on us than forty thousand dollars and to effect this, a whole block would have to be burnt to the ground, a state of affairs which happily seldom occurs. Your directors are in favour of taking all the fire risk on your Chinese property and half that on your European properties. As the rates on the latter are very much lower, and not necessarily the amount of damage likely to be inflicted on the Company by a single fire than would be possible in the case of your Chinese properties. We have said during the past six years upwards of twenty thousand dollars to the Insurance Companies and received in return for fire damage \$300. During the next six years, the fire premiums will probably amount to forty thousand dollars, and I think you will agree that with ordinary luck we may be able to build up a very substantial Insurance Reserve Fund out of premiums alone. Before putting the question to the vote, I shall be glad to answer any questions or hear anything shareholders may have to say, but I may mention that it is of the intention of the Board to give effect to the resolutions, unless a majority of at least two thirds of the shareholders present are in favour.

Captain Clarke—I quite agree with the chairman's speech. I think the directors should have the power they ask for, to make this improvement in the interest of the Company, but I believe, at least, I have heard to-day, that the Fire Insurance Companies are going to reduce their rates. I only heard it as a rumour. I do not know whether it is true or not.

Mr. Humphreys—That is in Kowloon only. Mr. Hart Buck—Of course, this resolution, if passed, does not necessarily take effect. The point is, it gives the directors the power to alter the resolutions if they consider it necessary. The Fire Insurance Companies may consider it advisable to put up their rates again; then it would be a strong position to enable the directors to carry this resolution into effect.

Captain Clarke—I quite agree that the directors should have the power, but there is one question I should like to ask. What means have the Government over the Kowloon side in the way of fire extinguishing appliances? I think there is no fire engine at all.

Mr. Humphreys—They have the marine engine, which could be used in a case of fire near the Praya. Of course, all the houses in Kowloon are near the Praya.

Captain Clarke—Then they have not a single fire engine in Kowloon.

Mr. Hart Buck—Who?

Captain Clarke—The Government.

Mr. Hart Buck—I believe not.

Captain Clarke—It is a fine state of affairs to have to trust to the floating fire engines. I have seen here in Hongkong, in the case of the big fire in Wellington Street, the floating fire engine taking 45 minutes before she got to the order to leave the site of that fire to go to another fire in the harbour, and in this matter, I think it will be as well to consider what appliances there are in Kowloon for extinguishing fires.

Mr. Hart Buck—Of course, as I told you in my opening speech, during the last six years, we had paid over \$200,000 to fire insurance companies and received only in return \$300 for fire damage, so I think you might estimate the risks to a certain extent. At the same time, I think it would be advisable for us to see that there is an efficient fire brigade at Kowloon.

Captain Clarke—It might be advisable to bring the matter before the notice of the Government regarding the inadequacy of the fire extinguishers in Kowloon.

Mr. Hart Buck—There being no further questions, gentlemen, I beg to move the two resolutions.

Captain Clarke—I have great pleasure in seconding the motion. It gives the directors the same power as ship owners have in underwriting the value of their ships.

The motion was carried.

Mr. Hart Buck—This is all the business, gentlemen. It is not necessary to have any confirmatory meeting. The resolutions involve no change in the Articles of Association.

This was all the business.

CANTON NOTES.

(From Our Correspondent.)

Canton, March 25th.

Some days ago I wrote that there were rumours that a contract had been given for the construction of a bund along the river front on Canton side. Whether the rumour regarding a contract is true or not I think it certain that the bund will be completed. The route has been surveyed and work is to begin soon. In fact it is said that work has already begun. Notice has been given that certain houses must be pulled down and the reason given is that the Government wants the land for the bund. The project of Kwong Chow, Mr. Sham, is very much interested in this work and it is said that the ex-prefect Kung will soon return to Canton presumably to help forward this work.

MISSIONARIES GO ON FURLOUGH.
Dr. and Mrs. Graves of the Southern Baptist Mission left for the United States on Monday afternoon. Dr. Graves has been a missionary in Canton for nearly fifty years. He still takes as active a part in work as any of the missionaries, teaching and preaching. Dr. Graves is a member of the committee appointed by the Hongkong conference to prepare a Union Version of the scriptures in Chinese. Mr. Kaur calls on the same steamer. Dr. Fulton will sail on the 26th of April.

THE CITY.

There does not seem to be any indication that the Bund is to be built.

there seems to be rather fewer deaths than usual. The coffin shops afford the best evidence of the death rate. At present there is no unusual stir in these shops. Few workmen are at work and most of the shops are well supplied with coffins. The price of coffins is also normal.

SHIPPING ITEMS.

Capt. A. W. Dixon was relieved this morning by Capt. Branch who takes up his new duties on the *s.s. Siamon*. The latter was previously first mate of the *s.s. Hankow*, and has Mr. Miller to accompany him as Chief Engineer. Capt. Dixon will take a short well earned holiday before taking over command of the *s.s. Fatshan*.

The U.S. gunboat *Callao* and the Monitor *Monterey* had flags half masted in consequence of the death of Admiral Wilke's death. The *s.s. Fowan* did not put in an appearance till about 8.30 a.m.; she was delayed by fog on her last trip up river, she ran ashore on Calcutta Shoal where she stuck from 12 mid-night till 6 a.m. arriving in Canton 10 o'clock a.m. on Monday.

ARMS.

It is understood that the Viceroy has petitioned the Commissioner of Customs to ask the staff to be diligent in preventing the smuggling of arms.

BRITISH INTERESTS IN CHINA.

DISCUSSED IN THE COMMONS.

In the debate on the address in the House of Commons on 18th ult., Mr. Joseph Walton moved to add to the Address an amendment declaring that "it is essential that adequate measures should be taken for the safeguarding and promotion of the commercial and political interests of the British Empire in both China and Persia." He complained that we were losing ground in the Far East; and that our carrying trade was being taken away from us by Germany. There had recently been a new commercial treaty between this country and China, and as to that, he wished to know if the other great Powers had assented to the terms, because, if not, he was afraid that when China went to the great Powers to ask for their assent, they would exact conditions inimical to our interests. British manufacturers and the British investors found that they did not receive from the British Government the same support that Germans, Russians, Belgians, and French received from the respective Governments in securing concessions and carrying through enterprises. British trade was rapidly diminishing in Persia, while Russian trade with Persia was rapidly increasing. The Russian Government had built three great railroads right down into Persia, and these had been enormous services in increasing their trade. The British Government was too supine.

The hon. member was still speaking when, at half-past seven, the sitting was suspended until nine o'clock.

Mr. Caldwell seconded the amendment. Mr. Gibson Bowles thought that the history of this country in China was exceedingly creditable. But still more creditable was the history of this country's allies, especially Germany. As to Persia, it was of the utmost importance to this country that the independence and integrity of that Empire should be maintained. Russia was so increasing her influence in Persia that he believed Lord Curzon would be inclined to support the amendment before the House. British trade with Persia had in recent years declined to an alarming extent, whilst Russian trade had proportionately increased, and there could be no doubt that political influence accompanied trade. Had the British Government, he asked, taken steps to remedy the unfavourable position in which the Russian commercial treaty with Persia placed British trade?

Mr. Keswick regarded the recently concluded Anglo-Chinese Treaty as one of the best commercial treaties that had ever been made. Viscount Cranborne said the House and the Government ought to be very grateful to the hon. member who had just said down, because, speaking as he did with a peculiar and intimate knowledge of the trade with the Far East, he had been able to tell the House not only that the recent commercial treaty with China had met with the approval of himself and the commercial community, but also that the position of British trade in China was not so gloomy as he believed. Taking Persia first, he (Lord Cranborne) had to say that our policy with regard to Persia had undergone no change. We saw why our policy and interests and those of Russia should clash in Central Asia. Even so candid a critic of the Government as Mr. Gibson Bowles had been forced to admit that for many reasons we occupied a very strong position in Persia. His Majesty's Government had not been inactive in pushing British commercial interests in Persia, and had dispatched a commercial mission to investigate the trading possibilities of the country. With regard to what His Majesty's Government relied upon was that other commercial Powers would be convinced of the superiority of the improvements which we had induced China to accept, and that these Powers would then themselves accept similar treaties.

Mr. J. Walton—Has any Power yet approved our treaty?

Viscount Cranborne did not think any other Great Power had yet accepted the treaty, but his Majesty's Government relied upon their doing so. As to Wei-hai-wei, it had been provisionally decided not to fit this place up as a naval base; but he did not say that at some future time we might not find it advantageous to do so.

"BOUGHT TO HAVE BEEN A CHANGE."
Mr. Norman characterised the Under Secretary's reply as most unsatisfactory. There could not be a more fatal condemnation of the policy of the Government than Lord Cranborne's own words: "There has been no change in our policy as to Persia." There ought to have been a change. (Hear, hear.) Anything was better than the dead-level of shilly-shally and the fear of taking any step inimical to the interests of Russia that had constituted our policy in the past. The new treaty with China was a failure, and the Chambers of Commerce at Hongkong and other places opposed it. It was also strongly objected to by the Japanese Government.

Sir Edward Grey did not view British trade in China in a pessimistic spirit. He did not regard with any jealousy the progress of the trade of other countries. We need not be alarmed if the trade of other countries, as measured by percentage, was growing in China, so long as the total amount of our own trade with China was increasing. Other countries might have a higher percentage than they previously had without getting that extra percentage at our expense. As to there having been no change in our policy with regard to Persia, he would remind the Government that the financial bonds were being drawn closer and closer around Persia every year, and the independence of Persia was rapidly being taken away. In the near future, we should find that Russia had all the railways; and we were left with no rights. (Opposition cheers.) He hoped that while there was time his Majesty's Government would consider carefully what they were doing.

Mr. J. Walton—Has any Power yet approved our treaty?

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Mr. J. Walton—Has any Power yet approved our treaty?

fully what was the essential minimum necessary to our strategic position in that part of the world, and would take steps to secure that essential minimum, not by strong observations to the Persian Government, but by direct dealings with the Russian Government. (Cheers.)

THE CURRENCY QUESTION.

"IN PARLIAMENT."

In the House of Commons on the 19th ult., Sir C. Dilke, on behalf of Sir E. Sassoon (Hythe), asked the Under-Secretary for Foreign Affairs whether his attention had been drawn to the proposals formulated by the Mexican and Chinese Governments to President Roosevelt respecting the fixing of a ratio between the Mexican dollar and gold; whether His Majesty's Government had made any recommendations to China in connection with endorsing that country with a national currency coin, in pursuance of one of the provisions of the recent Anglo-Chinese Agreement; and whether he would lay upon the table any correspondence of an international character bearing on these subjects.

Mr. Field (Dublin, St. Patrick's) also asked the First Lord of the Treasury whether it was the intention of the Government to accede to President Roosevelt's suggestion that an international conference should be held to discuss the advisability of arranging the currency difficulties existing between gold standard and silver-using countries, and, if possible, to fix a stable ratio of value and exchange.

Viscount Cranborne, replying to both questions: My attention has been drawn to the proposals in question, but His Majesty's Government have not yet received any invitation to take part in a conference on the subject. His Majesty's Government have not so indicated in the second paragraph of the question. We have not taken part in any international correspondence on the subject.

THE STRAITS CURRENCY COMMISSION.
The London & China Express states that the Straits Settlements Currency Commission will meet on Monday, 23rd inst., for the consideration of their draft report. Meanwhile the evident belief in Singapore that a gold standard is coming would seem to be reflected by the exchange, which is 7-6d. per dollar higher there than in Hongkong, a difference of about 2 1/2 per cent. We would point out, however, that if a change is made, and a gold standard established at a certain rate, that such a result must take time to be brought about. The only thing that will be quick is the legislation which it is put through.

Commercial.

TO-DAY'S INTELLIGENCE.

CHINA SUGARS receive the largest measure of attention in the market. Business has been done in them at \$100.50 and between that rate and \$110 the market closes steady. For forward delivery shares have been booked, June, at \$114.50 and for August an unsatisfied demand exists. DOCKS have advanced to \$214-\$215, with no shares offering. UNIONS have been done at \$335. WHARFS are strong at \$95 and STAR Ferries have buyers at \$27. At \$14.25 WATSONS can be sold.

EXCHANGE.
ON LONDON, Telegraphic Transfer.....1/7 1/2
" Bank Bills, on demand.....1/7 3/4
" Credits, 4 months' sight.....1/7 1/2
" D'notes, 4 months' sight.....1/7 1/2
ON BERLIN, Bank Bills, on demand.....M.16 1/2
ON PARIS, Bank Bills, on demand.....2.01
" Credits, 4 months' sight.....2.05
ON NEW YORK, Bank Bills, on demand.....39
" Credits, 30 days' sight.....39 1/2
ON BOMBAY, Telegraphic Transfer.....119 1/2
" On demand.....119 1/2
ON SHANGHAI, Telegraphic Transfer.....73 1/2
" Private 30 days' sight.....nom.
ON YOKOHAMA, T.T.78 1/2
Sovereigns, Bank's Buying Rate.....\$12 1/2
Gold Leaf 100 touch, per tael.....64 1/2
Bar Silver.....\$71 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MILWA NEW.....@ \$970/990
" LAST YEAR.....@ 1,020/1,050
" OLDEST.....@ 1,070/1,150
PATNA NEW.....@ 1,095
BEARERS NEW.....@ 1,075
PERSIAN (PAPER).....@ 760/820

To-day's Advertisements.

THE EASTERN EXTENSION AND AUSTRALASIA AND CHINA TELEGRAPH CO., LIMITED.

THE GREAT NORTHERN TELEGRAPH COMPANY OF COPENHAGEN, LIMITED.

QUARTERLY REVISION OF CURRENCY CHARGES ON CABLEGRAMS.

REFERRING to the Companies' Notice of 20th December last, the Senders of Telegrams are hereby advised that from the 1st April next, the Charges for Telegrams will, subject to revision after three months, be collected at the Rate of \$0.50 to equal One Franc.

J. M. BECK,
Superintendent.
Hongkong Station,
26th March, 1903. [381d]

GOVERNMENT NOTIFICATION, No. 177.

INFORMATION has been received from the Military Authorities that FIELD FIRING will take place on SATURDAY MORNING, the 28th instant, from a point one mile South of Kowloon Point (Ngau Tau Kok), firing on the Sou here Slope of the Hill.

F. H. MAY,
Colonial Secretary.
Colonial Secretary's Office,
H.M.S. 26th March, 1903. [382a]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FARMASONS' HALL, Zetland Street, on WEDNESDAY, the 1st April, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 26th March, 1903. [380a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, on SATURDAY, the 28th instant, at 5 p.m.
For Freight or Passage apply to DOUGLAS LAIRRAK & CO., General Managers. Hongkong, 26th March, 1903. [383a]

FOR LOILO (DIRECT).

THE Steamship

"I. DE LA RAMA."

Captain F. Such, will be despatched as above on MONDAY, the 30th instant, at 3 p.m. This Steamer has Superior Accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to HIJOS DE I. DE LA RAMA, 19, Consaught Road. Hongkong, 26th March, 1903. [382a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside the ship on board after SATURDAY, the 28th instant, at 4 p.m., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 26th March, 1903. [384a]

BUCHANAN BLEND SCOTCH WHISKY.



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON. MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUZ
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.

S.S. "OANFA" from GLASGOW and LIVERPOOL has arrived and leaves for JAPAN TO-MORROW, the 27th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON via GENOA	"KINTUCK"	On 31st March.
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
LIVERPOOL via MARSEILLES	"JASON"	On 18th April.
LONDON	"DEUCALION"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.
LIVERPOOL via GENOA	"PATROCLOS"	On 25th May.
LONDON	"CALCHAS"	On 26th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 27th March.
	"KEEMUN"	On 18th April.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 26th March, 1903.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINGAN"	25th March.
YOKOHAMA and KOBE	"TAIYUAN"	28th "
CEBU and ILOILO	"KAIFONG"	30th "
SHANGHAI	"WOOSUN"	1st April.
MANILA	"KANSU"	3rd April.
MANILA	"CHINGTU"	4th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	4th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—B'D O'D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 26th March, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 28th March, at 10 A.M.
ZAFIRO	2540	R. Rodger	Do.	Saturday, 4th April, at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 21st March, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	April 16, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "
"INDRASAMHA"	5,197	R. P. Craven	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 29th March.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 1st April.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 5th April.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 8th April.

* VIA SWATOW AND AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 15th March, 1903.

[1779c]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA, REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th January, 1903.

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electricity.

Passage Fare \$5.00 Single Journey.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co's Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, daily, at 8 A.M. SUNDAY including. Departures from MACAO to HONGKONG, daily, at 2 P.M. SUNDAY including. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class.....\$2.00

2nd ".....1.00

3rd "......50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 17th March, 1903.

FOR SINGAPORE, RANGOON AND MOULMEIN.

THE Steamship

"FREIBURG," Captain Proesch, will be despatched for the above Ports on THURSDAY, the 2nd April, at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd March, 1903.

[368c]

TOYO KISEN KAISHA

MANILA LINE.

Regular Service

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU.....E. P. Bishop.....3,869.....Tuesday, 31st instant, at Noon.

ROSETTA MARU.....N. Tate.....3,876.....Friday, 3rd April, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 24th March, 1903.

K. NAKASHIMA, Manager.

[1716]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 25th March, 1903.

[370c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

"RICHMOND CASTLE," About 20th April.

"AFRIDI," " " 30th April.

"SAGAMI," " " 15th May.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 25th March, 1903.

[139d]

"SHIRE" LINE OF STEAMERS.

Steamship Service to

NEW YORK VIA PORTS AND SUEZ CANAL,

(With liberty to call at the PHILIPPINE PORTS).

THE First Class Steamer

"PEMBROKESHIRE,"

will be despatched on or about 15th May.

For Freight and Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 25th March, 1903.

[378c]

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessel during her stay in

Hongkong Harbour:

HOWARD D. TROOP, British-registered barque,

D. W. Connelley, Master.

Hongkong, 17th March, 1903.

[134d]

Shipping.

STEAMERS.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

[322c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOV AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 27th instant, at 11 A.M.

For Freight or Passage apply to

DOUGLAS LARRAIK & CO.,

General Managers.

Hongkong, 26th March, 1903.

[372c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KUMANO MARU," 5,000 Tons, Captain H. Fraser, will be despatched for the above Port TO-MORROW, the 27th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 21st March, 1903.

[360c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 27th instant, at 4 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd March, 1903.

[369c]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 20th March, 1903.

[354d]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRANI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 21st March, 1903.

[363c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venice, ex s.s. *Elton* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 23rd March, 1903.

[318c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

</

Shipping.

SHIPPING REPORTS.

VISITORS AT THE HONGKONG HOTEL.

THE SHARE MARKET.

LATEST QUOTATIONS.

(MARCH 26th.)

Arrivals.
HANOI, French steamer, 758, P. Merlees, 25th Mar.—Haiphong and Hoihow 24th Mar. General.—A. R. Marry.
WOOSUNG, British steamer, 1,109, M. Dowson, 25th Mar.—Shanghai 21st Mar. General.—Butterfield & Swire.
JACOB DIEDERICHSEN, German steamer, 621, B. Olsen, 25th Mar.—Hoihow 24th Mar. Rice and Sugar.—Jensen & Co.
KINGING, British steamer, 1,223, F. A. Purkis, 25th Mar.—Shanghai 22nd Mar. Rice.—Jardine, Matheson & Co.
OANPA, British steamer, 4,866, Bartlett, 26th Mar.—Liverpool via Port 9th Feb, and Singapore 20th Mar. General.—Butterfield & Swire.
FEICHING, Chinese steamer, 983, H. Spear, 26th Mar.—Canton 25th Mar. General.—C. M. S. N. Co.
VERONA, German steamer, 3,036, H. N. Spiesen, 26th Mar.—Kuchino 21st Mar. Coal.—Mitsui Bussan Kaisha.
KANSU, British steamer, 1,443, W. Baddeley, 26th Mar.—Newchwang via Chefoo 19th Mar. General.—Butterfield & Swire.
KUNSHANG, British steamer, 1,078, E. J. Buller, 26th Mar.—Singapore 20th Mar. General.—Jardine, Matheson & Co.
HST-PING, British steamer, 1,264, R. McFarlane, 26th Mar.—Canton 25th Mar. Coal.—E. & M. Co.
SINGAN, British steamer, 1,053, H. A. Wavell, 26th Mar.—Canton 26th Mar. General.—Butterfield & Swire.

Clearances at the Harbour Office.
Sun Cheong, British str., for Canton.
Itha Verde, Portuguese str., for Macao.
Pak Kong, British str., for Canton.
Chowhai, German str., for Bangkok.
Chowhai, British str., for Wuchow.
Pitungh, German str., for Hoihow.
Chikang, British str., for Macao.
Kwongchow, British str., for Canton.
Wooing, British str., for Canton.
Wakata Maru, Japanese str., for Kobe.
Hol Ho, British str., for Canton.
Indramita, British str., for Moji.
Hoihaan, French str., for Hoihow.
Triumph, German str., for Chefoo.
Kansu, British str., for Canton.
Pembroke, British str., for Shanghai.

Departures.
 Mar. 26, **Hailong**, British str., for Swatow.
 Mar. 26, **Nanchang**, British str., for Tientsin.
 Mar. 26, **Chowhai**, German str., for Bangkok.
 Mar. 26, **Kinging**, British str., for Canton.
 Mar. 26, **Meifong**, Chinese str., for Canton.
 Mar. 26, **Indrasamita**, British str., for Portland.
 Mar. 26, **Hoihaan**, French str., for Hoihow.
 Mar. 26, **Peking**, British str., for Shanghai.
 Mar. 26, **Wooing**, British str., for Canton.
 Mar. 26, **Amphitrite**, British str., for Japan.
 Mar. 26, **Helen**, American str., for Manila.
 Mar. 26, **Fausang**, British str., for Canton.

Passengers—Arrived.
 Per **Wooing**, from Shanghai—Mrs. Christie and child.
 Per **Oanpa**, from Singapore—Mr. Doddwell, and 750 Chinese.
 Per **Kinging**, from Shanghai—Messrs. A. Doichy, C. Alexander, J. H. Derbyshire and G. Jones.
 Per **Wakata Maru**, from London—Mr. and Mrs. C. W. Dorsey and child, Mr. and Mrs. Domingo and 3 children, Mr. and Mrs. Antonio and 2 children, Miss Antonio, Mrs. A. E. McCabe, Mrs. H. L. James, Mrs. V. Rosser, Misses E. Edwards, M. McGeary, J. McCarthy, C. Miller, Messrs. J. A. Glover, H. Frankel, W. P. Pierson, C. O. Nelson, H. E. Brady, A. Perez, W. Monger, M. Ponce, V. Ponce, J. Murrelo, A. Bordenal, So Hong Bing, Lo Chung, Be Jui, Yung Fat and Kwon Leon.

Departed.
 Per **Sunkiang**, for Manila—Mr. and Mrs. C. W. Dorsey and child, Mr. and Mrs. Domingo and 3 children, Mr. and Mrs. Antonio and 2 children, Miss Antonio, Mrs. A. E. McCabe, Mrs. H. L. James, Mrs. V. Rosser, Misses E. Edwards, M. McGeary, J. McCarthy, C. Miller, Messrs. J. A. Glover, H. Frankel, W. P. Pierson, C. O. Nelson, H. E. Brady, A. Perez, W. Monger, M. Ponce, V. Ponce, J. Murrelo, A. Bordenal, So Hong Bing, Lo Chung, Be Jui, Yung Fat and Kwon Leon.

SHIPPING REPORTS.
 Capt. Bartlett, of the str. **Oanpa**, from Liverpool, reports:—Very fine weather, light N.E. winds.
 Capt. Daw on, of the steamer **Wooing** from Shanghai, reports:—Mod rate monsoon, and fine weather.
 Capt. Spiesen, of the str. **Verna** from Kuchino, reports:—Fine weather from there to port, N.E. monsoon.
 Capt. Purkis, of the steamer **Kinging** from Shanghai, reports:—Moderate N.W. winds and fine weather throughout.
 Capt. Baddeley, of the str. **Kansu** from Newchwang, reports:—Moderate monsoon, and fine clear weather throughout.

VESSELS IN PORT.

STRAMERS.

AFENRADE, German steamer, 611, A. P. Uderup, 23rd Mar.—Haiphong 18th Mar. Rice and General.—Jensen & Co.
ATHOLL, British steamer, 3,031, E. Porter, 22nd Mar.—Shanghai 18th March, Ballast.—Doddwell & Co., Ltd.
BENALDER, British steamer, 1,958, C. K. Macdonald, R.N.R., 21st Mar.—Moji 16th Mar. Coal.—Gibb, Livingstone & Co.
BRUNHILDE, German steamer, 872, H. Selck, 24th Mar.—Saigon 19th Mar. Rice and Rice-flour.—Sander, Wieler & Co.
BULYSSSES, British steamer, 3,968, G. E. S. Bramston, 24th Mar.—Singapore 17th Mar. Petroleum.—Arnhold, Karberg & Co.
DAIJIN MARU, Japanese steamer, 900, T. Ogata, 24th Mar.—Tamsui 22nd March, General.—Osaka Shosen Kaisha.
DORIC, British steamer, 2,916, Harry Smith, R.N.R., 21st Mar.—San Francisco 21st Feb. Honolulu 28th, Yokohama 13th Mar. Kobe 14th, Nagasaki 16th, and Shanghai (Wooing) 9th, Mails and General.—O. & S. S. Co.
DORIS, Norwegian steamer, 965, K. Jacobsen, 24th Mar.—Canton 24th Mar. General.—Order.
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 18th Mar.—Vancouver (B.C.) 24th Feb, and Shanghai 15th Mar. Mails and General.—C. P. R. Co.
ESCALONA, British steamer, 2,974, Fairweather, 23rd Mar.—Port Said 25th Feb, General.—David Sassoon & Co., Ltd.
FRITHJOF, Norwegian steamer, 891, Haraldsen, 25th Mar.—Saigon 20th Mar. Rice and Flour.—Sander, Wieler & Co.
HAICHING, British steamer, 1,267, A. E. Hodgins, 25th Mar.—Fochow 22nd March, Amoy 23rd, and Swatow 24th, General.—Douglas, Lapraik & Co.
HAILAN, French steamer, 377, Merlees, 25th Mar.—Pakhoi and Hoihow 24th Mar. General.—A. R. Marry.
HINSANG, British steamer, 1,537, W. E. Saver, 17th Mar.—Moji 1th March, Coal.—Jardine, Matheson & Co.
HONG WAI, British steamer, 2,026, Penney, 24th Mar.—Singapore 17th Mar. General.—China & Co.

VISITORS AT THE KING EDWARD HOTEL.

Aklard, Lt. Anderson, Capt. Anton, A. S. Kegan, J. S. Kien, F. Kofod, and Capt. Langlands, O. D. Capt. and Mrs. Rosenkreuz, J.

VISITORS AT THE CONNAUGHT HOTEL.

Begley, H. T. Madrolle, Mr. and Mrs. Bethune, G. H. Marshall, H. C. Boyce, W. Marston, Mrs. Brewitt, Mr. and Mrs. M. J. D. Moore, J. H. Metta, Dr. S. M. Moore, J. R. Campbell, Lieut. J. R. Patterson, Mr. and Mrs. E. C. Pisoni, C. P. Robertson, N. H. Rodsel, Capt. Russell, E. W. Rutherford, D. H. Stewart, Mrs. John Stodart, F. Stuee, A. O. Thomas, C. B. Tyrwhitt, T. Wald, A. Whitlock, F. G. Williams, W. H. McBride, A. A.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Andrew Henry, James Benson, A.P.D., Major Hubbe, F. and Mrs. H. G. Jeffries, H. U. Johnston, Mr. and Mrs. L. A. M. King, R. H. Ladd, Mr. and Mrs. J. B. Macnamara, R.N., Staff Surgeon, and Mrs. H. W. Burton, R. E. Col. L. F. Bruce, George, McDermott, A. P. B. Mitchell, Robert Chapman, Mr. and Mrs. Norris, R.N., Surgeon A. Clark, W. Philpot, Leonard D. Cockell, Edgar Post, Mr. and Mrs. child Nicholas Domnich, W. Denny, D.A.A.G., Major Rumsey, R.N., Hon. R. and Mrs. W. A. C. Murray Ferrier, A.P.D., Col. and Mrs. C. H. Scott, Charles E. Fitch, Mr. W. Grant Sinclair, A. E. Findlay French, A.S.C., Major Smith, Findlay G. A. Smith, Carl W. Gibson, Dr. Robert Smth, Mr. and Mrs. Grant, G. C. Lindsay Harrison F. Gros, Mr. and Mrs. E. F. Spalckhaver, W. O. C. Hamilton, Maj. A. B. Stokes, A. G. Hardy, Lieut. Comdr. Todd, Mr. children Ernest, C. Wenborn, S. T. Hedden, S.

VISITORS AT CRAIGIEBURN.

Beavis, C. E. H. Helms, W. Clutton, Mrs. and child Heit, F. P. Dann, Mr. and Mrs. Lambelle, Lieut. and Mrs. F. W. Parker, Capt. and Mrs. Denison, Mrs. A. Schmidt, H. W. D. Harvey, Lieut. and Tooker, Mr. and Mrs. Mrs. J. S.

VISITORS AT THE QUEENS HOTEL.

Ponnas, Mr. and Mrs. Russell, J. S. Gerard, Capt. Shepherd, E. B. Kevt, Dr. Vanderpool, Mrs. Pezart, T.

VISITORS AT THE KOWLOON HOTEL.

Courage G. M. O'Leary, U.S.A., Paymaster and Mrs. C. K. D. W. O'Leary, Master Day, J. S. Rice, Mr. Helen H. Jewell, Mrs. F. F. Rice, Miss Dorothy Keannon, Mrs. L. W. V. Santora, Capt. A. Kingston, M.D., H. D. U.S.A. Walter, H. L. Laird, R. Wheeler, Mr. and Mrs. J. F. Murgave, Mrs. Wooley, W. J. Nobbs, A. P.

James, Mrs. H. L. Jameson, Mr. and Mrs. Jones, J. W. Joseph, Mr. and Mrs. Katsch, E. A. Lebrun, H. Little, J. M. Lockman, Miss Macgowan, R. T. Maney, Mr. & Mrs. H. Marriott, Dr. A. Mast, Mr. and Mrs. E. Mast, S. E. McArthur, T. P. Murphy, Mr. and Mrs. E. O. No. 1, Mr. North, R.N., C. J. Ollis, Mr. and Mrs. and nurse Reid, H. J. Reid, J. R. Kozel, L. Rule, J. A. Sharp, A. L. Skott, C. Snecin, E. A. Somerville, Geo. Stanford, W. E. O. Stevens, Mr. Stoll, Mr. Thavenard, Mr. de Thomas, J. A. Thomson, Dr. J. C. Tribe, E. N. Tudor, Major and Mrs. R. E. Vegrel, Mr. and Mrs. Warren, Mr. and Mrs. Watkins, C. A. Webster, R. D. White, Mr. and Mrs. A. G. Whitman, E. H. Whitton, A. M. Wilson, Miss & servant Woolmer, Mr. & Mrs. C. E. Jam, D.

Hongkong and Shanghai Banking Corporation, Limited. £ 125
National Bank of China, Limited. £ 8
Do. Founders. £ 1

Union Insurance Society of Canton, Limited. \$ 100
China Traders' Insurance Company, Limited. \$ 25
North China Insurance Company, Limited. \$ 25
Yangtze Insurance Association, Limited. \$ 60
Canton Insurance Office, Limited. \$ 50

Hongkong Fire Insurance Company, Limited. \$ 50
China Fire Insurance Company, Limited. \$ 20

Hongkong, Canton, and Macao Steamboat Company, Limited. \$ 15
Indo-China Steam Navigation Company, Limited. \$ 10
China and Manila Steamship Company, Limited. \$ 10
Douglas Steamship Company, Limited. \$ 10
"Star" Ferry Company, Limited. \$ 5
"Shell" Transport and Trading Company, Limited. £ 1
Shanghai Tug Boat Company, Limited. £ 100
Taku Tug and Lighter Company, Limited. £ 50
Shanghai Cargo Boat Company, Limited. £ 100
Co-operative Cargo Boat Company, Limited. £ 100

China Sugar Refining Company, Limited. \$ 100
Luzon Sugar Refining Company, Limited. \$ 100
Perak Sugar Cultivation Company, Limited. \$ 50

Panjom Mining Company, Limited. \$ 10
Panjom Mining Preference Shares. \$ 1
Societe Francaise des Charbonnages du Tonkin. Francs 250
Jebeba Mining and Trading Company, Limited. \$ 10
Raub A'lian Gold Mining Company, Limited. £ 18s. 10d.
Chinese Engineering & Mining Company, Ltd. £ 1

Hongkong and Whampoa Dock Company, Limited. \$ 50
S. C. Farham, Boyd & Co., Ltd. £ 100
Hongkong and Kowloon Wharf and Godown Company, Limited. \$ 50
New Amoy Dock Company, Limited (Shanghai). \$ 64
Shanghai and Hongkong Wharf & Godown Company, Limited. £ 100

China Provident Loan and Mortgage Company, Limited. \$ 10
Hongkong Land Investment and Agency Company, Limited. \$ 100
Kowloon Land and Building Company, Ltd. \$ 30
West Point Building Company, Limited. \$ 30
Hongkong Hotel Company, Limited. \$ 30
Oriente Hotel Company, Limited (Manila). \$ 30
Astor House Hotel Co., Limited (Shanghai). \$ 25
Hotel des Colonies Co., Ltd. (Shanghai). £ 25
Hotel de Wei-hai-wei. £ 25
Humphreys Estate and Finance Company, Limited. \$ 10
Shanghai Land Investment Company, Limited. £ 250

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited. \$ 10
Ewo Cotton Spinning and Weaving Company, Limited. £ 100
International Cotton Manufacturing Company, Limited. £ 100
Laos-kung-mow Cotton Spinning and Weaving Company, Limited. £ 100
Soy Chee Cotton Spinning Company, Limited. £ 500

Alhambra, Limited. \$ 500
Philippine Tobacco Trust Co., Limited. \$ 50
Shanghai-Sumatra Tobacco Company, Ltd. £ 20

Green Island Cement Company, Limited. \$ 10
China-Borneo Company, Limited. \$ 10
A. S. Watson & Co., Limited. \$ 10
Watkins, Limited. \$ 10
Hongkong Electric Company, Limited. \$ 10
Hongkong and China Gas Company, Limited. \$ 10
Hongkong Rope Manufacturing Company, Limited. \$ 10
Geo. Fenwick & Co., Limited. \$ 25
Hongkong Ice Company, Limited. \$ 25
Hongkong High-Level Tramways Co., Ltd. \$ 100
Dairy Farm Company, Limited. \$ 6
Hongkong and China Bakery Company, Limited. \$ 50
Campbell, Moore & Co., Limited. \$ 10
Bell's Asbestos Eastern Agency, Limited. £ 12s. 6d.
United Asbestos Oriental Agency, Limited. \$ 4
Do. Founders. \$ 10
Universal Trading Co., Limited. \$ 20
Hongkong Steam Water-boat Co., Limited. \$ 20
China Light and Power Co., Limited. \$ 10
Robinson Piano Co., Limited. \$ 50
Manila Investment Co., Limited. \$ 50
William Powell, Limited. \$ 10
Maatschappij tot Mijn, Bosch-en Landbouw exploitatie in Langkat. Guilders 100

Telegraphic Address—"Rialto."
Telephone No. 148.
P. O. Box No. 111.

THE SHARE MARKET.

LATEST QUOTATIONS.

(MARCH 26th.)

STOCKS.

Hongkong and Shanghai Banking Corporation, Limited. \$ 125
National Bank of China, Limited. £ 8
Do. Founders. £ 1

PAID UP VALUE.

Union Insurance Society of Canton, Limited. \$ 100
China Traders' Insurance Company, Limited. \$ 25
North China Insurance Company, Limited. \$ 25
Yangtze Insurance Association, Limited. \$ 60
Canton Insurance Office, Limited. \$ 50

LAST DIVIDEND.

Hongkong Fire Insurance Company, Limited. \$ 50
China Fire Insurance Company, Limited. \$ 20

LATEST QUOTATION.

Hongkong, Canton, and Macao Steamboat Company, Limited. \$ 15
Indo-China Steam Navigation Company, Limited. \$ 10
China and Manila Steamship Company, Limited. \$ 10
Douglas Steamship Company, Limited. \$ 10
"Star" Ferry Company, Limited. \$ 5
"Shell" Transport and Trading Company, Limited. £ 1
Shanghai Tug Boat Company, Limited. £ 100
Taku Tug and Lighter Company, Limited. £ 50
Shanghai Cargo Boat Company, Limited. £ 100
Co-operative Cargo Boat Company, Limited. £ 100

BANKS.

Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902.
3 1/4% on A. shares for 1902 \$22 1/2 buyers
\$1.96 1/2 on B. shares for 1902 \$10
(None on Founder shares.)

MARINE INSURANCES.

60 per cent = \$30 per share for 1901 \$53 1/2 sales
16 1/2% = \$1 for year ended 30/4/1902 \$50 sellers
Final of 4 1/2% making in all 8 1/2% for 1901 Tails 200 buyers
20 1/2% = \$12 for 1900 \$135 buyers
28 1/2% = \$14 per share for 1901 \$162 1/2 buyers

FIRE INSURANCES.

\$27 1/2 per share for 1901 \$307 1/2 sellers
\$6 per share for 1901 \$82 buyers

SHIPPING.

\$1 1/2 for half-year ending 31/12/1902 \$38 sellers
Fin. of 12/- making £ 1 per share for 1901 \$100
10% for 1900 \$37 buyers
Div. of \$3 per share for year ended 30/6/1902 \$43 buyers
\$1.20 \$26 1/2 buyers
30 cts. = 12% for year ending 30/4/02 \$14 1/2 sellers

2nd Interim of 9d. making 2/- for 1901.

3rd Interim of 1s. 5 for 1902 Tails 335 buyers
Final of 5% making 7% for the year Tails 50
Interim of 6% for 1902 Tails 175 buyers
Interim of 6% for 1901 Tails 175 buyers

REFINERIES.

Fin. of \$7 making \$12 for 1901 \$110 sales
\$3 per share for 1897 \$123 sellers
Fin. of 7% making 12% for the year Tails 70 sellers

MINING.

Int. of Frs. 30 per share for 1901 \$600 sellers
5% for 1902 end. 31/7/94 (Coupon 9). \$1 buyers
N. 12 of 1/- per share \$8 sellers
7 1/2% = 1/6 per share (Coupon No. 1) Tails 8 sellers

DOCKS, WHARVES AND GODOWNS.

Div. of 10/- and bonus of 2% for half-year ending 31/12/02 \$212 sales
Interim of 7% for 1902 Tails 185
Final of 5 1/2% making \$4 1/2 for 1902 \$93 sellers
\$2 1/2 for 1901 \$39 buyers
Final of 1s. 12 making 1s. 18 for 1902 Tails 305 1/2 sellers

LANDS, HOTELS AND BUILDINGS.

8% = 80 cents per share for 1902 \$9.85 sales and buyers
Final of \$6 making \$12 for 1902 \$176 sellers
\$2.30 per share for 1902 \$35 buyers
Final of \$1.60 making \$3.10 for 1902 \$54 buyers
\$6 for 2nd half-year making \$12 for 1902 \$141 sales and buyers
8% = \$4 for half-year ending 31.12.1900 \$276 buyers
1 1/2% for half-year ending 31.12.01 \$30 buyers
First year Tails 16 1/2 sales
First year Tails 25

COTTON MILLS.

9 per cent. for 1902 \$12 buyers
Interim of 6% for 1902 Tails 125 sellers

CIGAR AND TOBACCO COMPANIES.

25% for year ending 30.6.1900 \$350 buyers
None \$20 buyers
Interim of 1s. 2 per share Tails 60 sellers

MISCELLANEOUS.

12 1/2% = \$1.20 per share for 1902 \$22 ex div. buyers
First year \$7 buyers
Interim of 5% for 1902 \$14 buyers
90 cents per share for 1901 \$81 buyers
40 cents for year ending 30.4.1902 \$14 sellers
40 cents for year ending 30.4.1901 \$7 buyers
10% div. and 1% bonus for 1901 \$140 buyers

\$10 for 1902.

15 per cent = \$3.75 for 1901 \$110
Final of \$12, making \$16 for 1902 \$328
\$18 for year ending 31.11.1902 \$325
75 cents for year ending 31.7.1901 \$11 buyers
5 per cent = \$1 for 1901 \$40 sales
Div. of \$2 and bonus of \$2 for 1901 \$50 buyers
80 cents per share \$81 sellers
\$19.80 per share \$155
Interim of \$1.20 per share \$22
Final of 6% making 12% for the year \$14 sales and buyers
None \$10 buyers
1 1/2% = \$2 1/2 for half-year 1901 \$5
None \$15 buyers
Final of 50 cents making \$1 per share \$10 buyers
2nd Interim Dividend of 7s. 7 1/2 per share Tails 370 sales

BENJAMIN, KELLY & POTTS,

Share Brokers.

STEAMERS EXPECTED.

Ballarat Singapore P. & O. S. N. Co. To-morrow
Kumsang Singapore Jardine, Matheson & Co. To-morrow
Rohilla Maru Manila Toyo Kisen Kaisha March 27th
Nippon Moji Sander, Wieler & Co. March 29th
Saxonia Singapore Biemssen & Co. March 29th
Prinz Heinrich Japan Melchers & Co. March 31st
Kiautschou Singapore Melchers & Co. April 1st
Indravelli Portland, Or. P. & A. S. S. Co. April 8th
Siberia San Francisco Pacific Mail S. S. Co. April 10th
Empress of India Vancouver Caratian Pacific Railway Co. April 14th

A Mail will close—

For Canton—Per Honan, to-morrow, the 27th instant, at 7.30 A.M.
For Bangkok—Per Rajaburi, to-morrow, the 27th instant, at 9 A.M.
For Swatow, Amoy and Fochow—Per Hailong, to-morrow, the 27th inst., at 10 A.M.
For Macao—Per Hwangshan, to-morrow, the 27th instant, at 1.15 P.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per Kumano Maru, to-morrow, the 27th instant, at 3 P.M.
For Shanghai—Per Meifong, to-morrow, the 27th instant, at 3 P.M.
For Kumsang and Samshui—Per Tungkong, to-morrow, the 27th instant, at 4 P.M.
For Nantao—Per Taitai, to-morrow, the 27th instant, at 5 P.M.
For Canton—Per Fatshan, to-morrow, the 27th instant, at 5 P.M.
For Haiphong—Per Hanoh, on Saturday, the 28th instant, at 9 A.M.
For Moji—Per Verona, on Saturday, the 28th instant, at 10 A.M.
For Yokohama and Kobe—Per Taiyuan, on Saturday, the 28th instant, at 10 A.M.
For Moji, Kobe, Yokohama, Victoria (B.C.) and Tacoma—Per Fremont, on Saturday, the 28th instant, at 10 A.M.
For Shanghai and Tientsin—Per Hailong, on Saturday, the 28th instant, at 10 A.M.
For Swatow, Amoy and Tamsui—Per Daijin Maru, on Sunday, the 29th instant, at 9 A.M.
For Cebu and Iloilo—Per Kailang, on Monday, the 30th instant, at 11 A.M.
For Iloilo—Per I de la Rama, on Monday, the 30th instant, at 2 P.M.
For Moji, Kobe, Yokohama, Manzanillo, Mexico and San Francisco—Per Althol, on Tuesday, the 31st instant, at 11 A.M.
For Singapore, Penang and Calcutta—Per Lightning, on Tuesday, the 31st inst., at 2 P.M.
For Singapore, Penang and Colombo—Per Canada, on Wednesday, the 1st April, at 10 A.M.
For Europe & India via Taitai—Per Prima Windisch, on Wednesday, the 1st April, at 10.45 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, on Wednesday, the 1st April, at 10.45 A.M.
For Singapore, Penang and Rangoon—Per Nippon, on Wednesday, the 1st April, at 1.30 P.M.

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